





## Today's Advertisement.

### NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
"MALACCA"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.  
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From London, *ex S.S. Isis*.  
From Madras, *ex S.S. Lodi*.  
Optional goods will be landed here unless instructions are given to the contrary before 11 A.M. TO-MORROW.

Goods not cleared by the 27th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.  
Hongkong, 20th October, 1899.

## Intimation.

A. S. WATSON & Co.,  
LIMITED.

IMPORTERS OF HIGH-CLASS  
SHERRIES.

B.—SUPERIOR PALE DRY,  
dinner wine. Green Seal  
Capsule - - - - - \$10.50

C.—MANZANILLA, PALE  
NATURAL SHERRY, White  
Capsule - - - - - 12.00

CC.—SUPERIOR OLD DRY,  
PALE NATURAL SHERRY, Red  
Seal Capsule - - - - - 12.00

D.—VERY SUPERIOR OLD  
PALE DRY, choice old wine,  
White Seal Capsule - - - - - 14.40

E.—EXTRA SUPERIOR OLD  
PALE DRY, very finest quality,  
Black Seal Capsule (Old  
Bottled) - - - - - 20.10

B, C, and CC are excellent dinner  
Wines and suitable for invalids and  
delicate stomachs. D and E are  
after-dinner Wines of a very superior  
vintage. All are true Xeres Wines.

Sample bottles and smaller quantities  
will be supplied at proportionate  
wholesale rates.

We only guarantee our Wines and  
Spirits to be genuine when bought  
direct from us in the Colony or from  
our authorised Agents at the Coast  
Ports.

A. S. WATSON & Co., Limited.  
QUEEN'S ROAD CENTRAL.

ESTABLISHED A.D. 1841.

MARRIAGES.  
On the 7th instant, at the British Consulate,  
Kobe, by J. Carey Hall, Esq., H.B.M.'s Consul,  
and afterwards at the Union Church, Kobe, by  
the Rev. Bishop Foss, PERCY HAMILTON  
McKAY, to WISCONSIN, eldest daughter of the  
Rev. J. L. Atkinson, D.D.

On the 9th instant, at the British Consulate,  
Yokohama, and afterwards at 253, Bluff, A. R.  
CLARK, Yokohama, to HETTY, youngest  
daughter of the late Captain Swain, Dragon  
Guards, Canterbury, England.

The Hongkong Telegraph

HONGKONG, FRIDAY, OCTOBER 20, 1899.

NOTES AND COMMENTS.

THE TRANSVAAL.

There has been a dearth of news from the  
Transvaal during the last day or two, but  
this cannot be regarded as particularly sur-  
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that we have blundered again, that our  
machinery for equipping an army corps and  
shipping it within a week has not been  
found to be in working order, as it should  
have been, and the result is that it will be  
weeks before we can place a sufficient force  
in South Africa to act on the offensive. At  
present all that we can do is to sit down  
and wait. If the Boers attack they will have  
to be met, but we do not think that the  
British commanders will attempt to invade  
the Transvaal and the Orange Free State  
with the forces at present at their disposal.  
It is difficult to understand how such a state  
of affairs has been allowed to come about.  
It has been known for months past that war  
was probable, that KRUGER was likely to  
prove obstinate and that should he do so  
there would be no alternative but to fight.  
This being the case, how is it that prepara-  
tions were not quietly made so that there  
should be no delay when the call to arms  
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suddenness with which war broke out nowa-  
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long-dragged-out negotiations, all pointing  
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far from an army corps being ready to be  
despatched to the Cape the moment war be-  
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Christmas before our men can be in the field.  
Somebody must be to blame for this delay;  
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affair as our own officials did with the op-  
position to the British occupation of the  
Hinterland.

### WHAT THE DELAY MAY COST.

This totally inexplicable delay in the  
despatch of troops to South Africa from  
England is, we think, likely to cost the  
British nation dear. Our frontiers must be  
left to a great extent undefended owing to the  
lack of men, and, as a natural consequence, the  
Boers will be enabled to make descents upon  
badly-defended points and inflict injuries  
which might very well have been avoided  
had our authorities not bungled matters so  
sadly. True, we have had a rumour to the  
effect that the Boers have been repulsed in  
an attack upon Mafeking, but it is at best a  
rumour and has not since been confirmed.

We know that the Boers have captured and  
destroyed one of our armoured trains in the  
same neighbourhood, and, as we pointed out  
the other day, for all we know to the contrary  
Mafeking may be cut off from all communi-  
cation with the Cape by means of the rail-  
way. Successes such as this, small though  
they may be in reality, will encourage the  
Boers to persist in their harassing tactics  
and will result in our receiving what may  
look very much like a defeat during the  
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round the Boer forces and so force a pitched  
battle upon them, with the result that they,  
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and send equally strong parties in pursuit.  
Evidently we are in for a protracted and  
most stubborn fight and the procrastination  
of the home authorities has not tended to  
improve matters in the slightest degree.

### THE BASUTO RISING.

The rising of the Basutos against the  
Orange Free State cannot be looked upon as  
an unequalled advantage to us in the present  
war. They will doubtless help to keep the Free  
State Boers employed and so leave a little less  
work for our own troops, but they cannot be  
regarded as desirable allies in civilized war-  
fare. They do not know where or when to  
stop and will only be content with the exter-  
mination of an opposing force. There will be  
no mercy shown to the wounded or to non-combatants. Outlying farms will be  
attacked and the inhabitants, men, women  
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Then too, we shall most likely find ourselves  
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[Earthquake shocks are also reported from  
Matsuyama, Yamaguchi, Kochi, and Ujima.]

### The Miller Case.

TOKYO, October 19th.  
The trial of the Miller case in the Tokyo  
Appeal Court was concluded this morning,  
judgement being reserved till 9 a.m. on the  
14th instant.

### The Emperor's Health.

TOKYO, October 19th.  
His Majesty the Emperor, who has been  
slightly indisposed from a cold, is now con-  
valescent, and resumed his duties as usual to-  
day. Marquis Yamagata and Marquis Ito paid  
complimentary respects to His Majesty at 11  
a.m. to-day.

### The Italian Supplementary Tariff.

TOKYO, October 19th.  
The Japanese Government has consented to  
the application of the Italian Government to  
have the term for concluding the Supplementary  
Convention extended by six months. The term  
given in the Treaty expired on the 1st inst.

### Italy and China.

TIENTSIN, October 18th.  
An Italian warship has arrived here.

### The Takano Case.

TOKYO, October 19th.  
Judgement on the demurrer of the defendant  
in the Takano case was given to-day against  
the plaintiff. By this judgement the Court  
decides that Count Matsugata is not liable to be  
proceeded against as a defendant in this case.

### The Crown Prince's Visit.

TOKYO, October 19th.  
His Imperial Highness the Crown Prince  
proposes to leave Naniwa for Kobe on the  
15th inst. in the cruiser *Asama*. At first it  
was proposed that all the vessels of the Standing  
Squadron should accompany His Highness,  
but it has now been decided to send only three  
the *Tokidoki*, *Takasago* and *Aburahi*. His  
Imperial Highness Prince Arisugawa, the  
Imperial Household Department, and the  
Chief Commander of the Standing Squadron  
will embark on the *Asama* with the Crown  
Prince. In the event of His Imperial High-  
ness visiting Kure while at Maiko, he will go  
in a war-ship.

### The Accident on the Japan Railway.

TOKYO, October 19th.  
The special correspondent of the *Yokohama  
Mainichi*, telegraphing from Utsunomiya  
at 2.15 p.m. to-day, states that it has been  
ascertained so far that the number of the  
passengers on the Japan Railway train, who  
were injured in the recent accident, is 40.  
Eighteen were killed and about 10 or 20  
escaped unhurt. The total number of the  
passengers carried by the train was between  
70 and 80.

### The floods on the Tokaido Line.

TOKYO, October 19th.  
The water in the vicinity of Suzukawa on the  
Tokaido line has not yet subsided, being still  
so deep that it is only two feet below the eaves  
of the houses. It is impossible to predict when  
the railway service will be resumed. The train  
service is connected by boats.

### A New Minister to China.

TOKYO, October 19th.  
Baron Nishi Tokujiro has been appointed  
Minister to China in the place of Mr. Yano,  
who has been recalled.  
[Baron Nishi was Minister to St. Petersburg  
for many years and has been repeatedly a  
member of Japanese Cabinets, holding the por-  
folio of Minister for Foreign Affairs. The last  
time he held office was in the last Matsugata  
Cabinet and he remained Minister during the  
Ito Administration.]

### Korean Foresight.

SEOUL, October 19th.  
The Minister for Agriculture, Commerce and  
Industry has recommended to the Council of  
State the construction of a railway (Keiben  
Tetsudo) from Seoul to Wiju along the banks  
of the Yalu. The Council has endorsed the  
proposal and obtained the Imperial approval.  
The Korean Government, it is said, is unable  
to afford the funds necessary for the work, and  
it is understood that the step has only been  
taken with a view to preventing the demand of  
any Foreign Power for a concession to con-  
struct the line.

Mr. Cho Pyeng-sik, the Minister for Justice,  
has been released from his office, and Mr. Ken  
Zai-ko has succeeded to the vacancy.

Conventional Tariff between  
Japan and Italy

TOKYO, October 19th.  
The principal items of the Convention Tariff  
now under negotiation between Japan and  
Italy are said to be ribbons, raw cotton, ver-  
mouth, oil and paper of the goods exported  
from Italy; and habutai silk and other fabrics,  
rice, coral and fans of the Japanese goods im-  
ported into Italy.

Treaty between Japan and Greece.

TOKYO, October 19th.  
The Treaty of Commerce and Navigation  
concluded between Japan and Greece has been  
ratified and exchanged. The text of the Treaty  
will be published in the *Official Gazette* to-  
morrow.

The Tidal Wave at Shizuoka.

NAGOYA, October 19th.  
On the application of the Governor of Shi-  
zuoka, 398 officers and men of the 3rd battalion  
of the Engineers stationed here proceeded to  
the scene of the tidal wave disaster in Shizuoka  
prefecture to render assistance in clearing away  
the debris.

### TYPHOON WARNING.

WARNING FROM MANILA.  
The following telegram has been courteously  
forwarded to us by U. S. Consul-General R.  
Wildman:—

MANILA OBSERVATORY,  
October 20th, 11 a.m.  
Depression crossing off Bisayas Islands.  
Moving westwards.

HONGKONG OBSERVATORY REPORT.  
The Observatory report says:—

On the 20th at 1.15 a.m. the barometer has  
risen on the E. coast of China, and remains  
steady on the E. coast and over the Philippines.  
Pressure is high over the interior of China,  
slightly low over the Southern Philippines.  
Gradients moderate with fresh to strong mon-  
soon on the coast, and in the N. part of the  
China Sea. FORECAST:—Fresh N.E. winds,  
fine.

## LOCAL AND GENERAL.

DURING



## IMPERIAL DECREES.

12th October.

## THE HANGCHOW SILK COMMISSIONERSHIP.

(1) Ching Chuan (Manchu) whose one year's term as Commissioner of the Imperial Silk-loom of Hangchow is about to expire is hereby granted another term of office.

## THE PROTECTION OF CHINESE RETURNED FROM ABROAD AND THOSE LIVING IN FOREIGN COUNTRIES.

(2) Since the opening of treaty ports to foreign trade there have been large numbers of our Chinese subjects who have gone abroad to trade, and who, although absent from their native land, are still imbued with the love of country and have not forgotten their ancestral land. This loyalty and patriotism is, indeed, highly commendable. In a former decree we enjoined upon the Viceroy and Governors of our maritime provinces to take all returned emigrants from abroad under their special protection, and defend and protect these men from the extortion and cruel treatment of the like and other Customs stations en route, as well as from local roustabouts and bullies who might have been attracted by the wealth of those returned from foreign countries. But in our anxiety for the welfare of all our subjects, and especially for those who are sojourning on a foreign soil, as merchants, traders, etc., we hereby command our Ministers accredited to various countries to be alert and on the watch to give every help and protection that may be needed by Chinese abroad, as we ourselves would protect and help them.

14th October.

## THE EMPRESS-DOWAGER'S BIRTHDAY.

(1) With reference to the celebration of my birthday anniversary on the 10th day of the 10th moon (12th November), as recommended by the Board of Rites, the project has my sanction, and I, the Empress Dowager, Mze-hi-tsun-yu, etc., do hereby notify that I will receive the congratulations and ceremony of allegiance of the Court on that day in the Chih-huang Thronehall.

Note.—The term *Chih-huang* means "the Summit of Imperial Supremacy" and the holding of the ceremony of allegiance, etc. in that Thronehall is significant. Significant also is the suppression of the Emperor's name in the above connection.—*Translator.*

## NEW APPOINTMENTS.

Tung Li-kao is appointed Brigadier-General of the Chingling Military Circuit of Chihli province, his former post of Brigadier-General of the Chienyan Military Circuit of Kueichow province being hereby given to Chang Yu-shu.—*M. C. D. News.*

## THE NORTH CHINA INSURANCE COMPANY LIMITED.

The following is the report for presentation to the eighth ordinary General Meeting of Shareholders, to be held at the offices of the Company, Hankow Road, Shanghai, on Friday the 20th October, 1899, at 4 p.m.:

The Directors beg to submit for the information of the Shareholders the annexed duly audited statement of the Company's accounts to the 30th June 1899.

1898.—An interest dividend of 5 per cent. amounting to Taels 46,692.61, was declared on the 20th April last, after deducting this and the balance of working account, there remains a sum of Taels 67,760.12. The Directors recommend that Taels 60,000 be transferred from the Reserve Fund, increasing the balance to Taels 127,760.12, which they suggest should be appropriated as follows:—

A Final Share Dividend of 5 per cent. on the Paid-up Capital.

And a Bonus of 10 per cent. upon Contributions Premium.

The balance to be retained to meet further liabilities.

1899.—The Balance of the Working Account to 30th June amounts to Taels 270,983.29, which compares favourably with the corresponding period of the previous year.

SALE OF THE PROPERTY.

An advantageous offer for the property No. 10 Hankow Road, having been submitted, the Directors decided to accept it, and have sold the same for Taels 125,000, the sale to take effect from the 1st October of the present year.

The value in the company's books appearing as Taels 50,000, it is proposed to place the surplus of Taels 75,000, less expenses, to the Credit of the Reserve Fund.

It is with great regret that the Directors record the death of Mr. E. H. Lavers, who was connected with the company from its commencement, and for many years as its Chairman.

Mr. Welch retires from the Board, but the remaining Directors, being eligible, offer themselves for re-election.

The auditors, Messrs. White and Wrightson, also retire, but are willing to resume office if re-elected.

By Order of the Court of Directors,  
WM. GEO. BAYNE,  
Secretary.

SHANGHAI, 10th October, 1899.

## NOTES FROM WEIHAWEI.

October 6th.

The Argentine Republic's training ship the *Presidente Sarmiento* spent a few days at Weihaiwei recently, leaving for Kiaochow, Hongkong, Manila and so round the world, on the 3rd instant.

The *Walshen*, one of the new German-built cruisers lost on the 3rd instant, after a few days' stay, to rejoin the Squadron at Minato (Tengchow), the new Naval Headquarters of the Peiyang fleet.

Ships in Weihaiwei harbour on the 6th: *Centurion*, leaving on the 10th to join the Squadron in Korea; the *Victorious*, the *Orlando*, the *Whitby*, and the *Albatross* shortly leaving for Hongkong.

The *Aurora* and the *Plow* left for Nagasaki on the 5th instant. The former is expected back a month hence. Commander Gaunt, the ex-Commissioner, and his wife left by the *Aurora* for a trip to Japan.

Colonel A. R. F. Doreward, D.S.O., R.E., who arrived by the *Kingsley* on the 23rd ultimo, entered upon his duties as Commissioner on the 2nd instant.—*N. C. D. News Cor.*

## VLADIVOSTOK.

A private letter received in Shanghai from Vladivostok, written in September, says:—

There is no news here of any interest. Quarantine regulations are very strictly enforced; for steamers from Chosen, on account of the plague in Peking, and the *Albatross*, a pretty high-handed. Two Chinese, leaving a steamer, the other day, in a sampan—breaking quarantine—were shot by the guard on the steamer. One was killed instantly, the other, and the sampan coolie were fatally injured. Anyone thinking of coming here from Shanghai in a steamer, and Chelof may look forward to ten days' quarantine.

## DESTRUCTIVE FIRES AT CHANGSHU.

FIVE PERSONS BURNED TO DEATH.

Writing on the 6th instant, the Changshu correspondent of the *N. C. D. News* says:—On Sunday night last, about eight o'clock a fire broke out, just outside the Small East Gate. After the fire, it madly rushed across and very quickly destroyed several houses in that quarter. The fire being on both sides of the street all passage was blocked. Some of the buildings had no back entrance, so to escape many had to run through the gauntlet of fire. The result was five persons were burned to death. One woman, whose husband was burned, went inside a short time afterwards. The shrieks of the dying were most pitiful. To get out of the street, another fire made its appearance and also made its effects felt. This was outside of the South Gate. No lives were lost, but much property was destroyed. The Chinese are sorely in need of some system of waterworks as well as many other things. Their groans, sobs, and yelling of the mob have no effect on fire.

## THE BOCCA TIGRIS PORTS TO BE REARMED.

Kang Yi's departure for the North from Canton has again been delayed, says the *Huapao*. A secret edict having been received by him on the 9th instant to inspect carefully the great fort at Humen, at the entrance of the Pearl River (Bocca Tigris). It is intended, according to a Peking report, to use the money collected by Kang Yi in Canton to strengthen and increase the number of high power guns at Humen, as it is believed that war cannot be averted if China is to preserve her independence.

## SHANGHAI.

THE OLD AND THE NEW.

Once upon a time it was an accepted belief in Shanghai, as deeply engrained in all residents as the Mohammedan formula of "Allah is in the hands of the citizens of Mecca," that Shanghai differed in all respects from the rest of the globe. That in fact there were but two factors to be thought of: the Rest of the World, on one side, and Shanghai on the other. Did any benighted stranger propose the slightest of innovations the answer was at once ready: "Oh, you do not understand Shanghai, my dear fellow." And so the world got on very well without Shanghai, and Shanghai without the world. But the world is a queer place and lately it has taken into its head to look into old places, and just for the fun of the thing upset their favourite apple carts. Oom Paul down Transvaal side had got some such an idea in his head, and it took the practical form of making the Outlander uncomfortable.

Paul had his own ideas of governing, which were very good in the old days of a score or so years ago, but they did not suit the new comers who had been out of Johannesburg and thought they knew a little too. It was very unkind of the world, but the world has got a way of its own, and when it is in a reformation, it simply shrugs its shoulders, and says it could not help it. Now lately the world has begun to have a special interest in Shanghai. It is bombarding it in fact as it did the Transvaal. It wants to open it up and to make it what it calls civilized. It opened Oom Paul's diamond mines, and set to dig out his gold. Shanghai is the entrance to China, and the company promoter, the gold miner, the railway engineer, and the silk weaver, are all on the spot. Shanghai, or at least the remains of Old Shanghai, would like to follow the example of Oom Paul and shut them out. It would like to have streets or not have them at its own sweet will. If it likes the plague or cholera, why should it be snubbed against its will? In a weak moment it let in gas and gas was followed by water. Some of its swells thought to cut a dash, alas! by riding in carriages instead of trusting to the old and well tried wheellarrow; then an unknown individual got a hickshaw from Japan, and then Chinese got carriages of their own. So much came of once opening the flood gates. But worse was to come. Gas brought the electric light, and the electric light brought the telephone, and our skyline was disturbed by unsightly poles and wires at all angles. And for this what did we get? We have good-macdamised roads, it is true, but we can't drive along them without being disturbed by all manner of depressing sights—brokers in shabby traps utterly regardless of life or limb, fresh with dirty coolies regardless of our finer senses; men and women of all nationalities and in all costumes, regardless of the first principles of propriety. Then we have a public band, but who goes there? Look in the street. We have a drill hall, where we can if we like give a bust to a couple of thousand but where we must hobnob with skippers and engineers, with store-keepers, and managers of every degree. Verily Shanghai is fallen from its high estate, when princely taipans lorded it over obsequious clerks, when palatial residence and magnificent messes were the rule, and as yet the *hot pot* was not.

Such now they would add one straw more, and introduce the tramway.

Such have been the subjects of conversation in more than one household in Shanghai during the week, and such is a fair specimen of the arguments used. Let us take warning in time. The world will not wait on us; whether we like it or not we must in the end swallow the bitter pill the sooner we make up our mind to do it the better. We have now the ball at our feet; we can control affairs and turn them to the best advantage; to-morrow we may have to surrender at discretion, and find that our resistance has made our lot the more bitter.—*Mercure.*

## A TYPHOON AT YOKOHAMA.

THE ACCIDENT TO THE "SERBIA."

The bad weather experienced in Kobe on Saturday, says the *Kobe Chronicle*, a remarkably low reading, developed into a typhoon at Yokohama. Shortly after 11 o'clock this morning, says the *Japan Herald* of the 7th inst., an extraordinarily rapid and sudden change occurred in the weather, for whereas until that hour the temperature accompanying the rainfall had been particularly low, a moment later the wind suddenly changed to the south-west and the other hand, fell rapidly. The glass, on the other hand, fell, according to our Admiral Fitzroy's Standard Mercurial Barometer, to 23.3, which we believe is one of the lowest readings on record in Yokohama. The wind soon rose to typhoon violence, and continued to blow till 3 o'clock, when it rapidly subsided. The storm wrought havoc in the harbour. The M.M.S.S. *Sonkin* had a narrow escape from destruction. She was lying alongside the pier on the south side, when at about half-past two she carried away her moorings and slightly damaged the pier. Two anchors were put out, but she dragged them and collided with the Hamburg-American liner *Serbia*, at which juncture, fortunately, the typhoon had greatly moderated; otherwise serious damage might have resulted. A line was thrown from the *Sonkin* and she was made fast to the *Serbia*, when only a few yards from the breakwater.

Had the wind continued half an hour longer, she must inevitably have dashed to pieces, as her engines had just been taken to pieces to be cleaned, so that it was impossible to make use of them.

The yachting fleet suffered severely. The *Surprise* dragged her moorings, fouled the *Abnati*, and the two drifted together down upon the *Shanrock* and *Tiania*, which they sank. The *Surprise* and *Abnati* then broke away from each other, and the latter, steering an independent course, made for the *Stella* and carried away her mainmast, while the former sank. Capt. Oswin's new 21-metre, finally fetching up a few yards from the breakwater. The *Wellington* also dragged her moorings and fetched up close to the breakwater. The *Nita* was swamped and the *Ally Sloper* went down. While the typhoon was at its height, the waves washed over the Bund, and the din made by falling tiles and "loose ends" generally was startling. Numerous sampans are floating about upwards in the harbour and elsewhere, but so far we have not heard of any loss of life.

## THE TIDAL WAVE.

TERRIBLE LOSS OF LIFE.

FOREIGNERS IN THE OVERTURNED TRAIN.

The latest typhoon has not been much behind its predecessors in the matter of loss of life and damage to property caused. The limits of the storm appear to have extended across a wide stretch from Shizuoka prefecture to Tokyo, and the North-eastern provinces.

Shizuoka prefecture appears to have suffered most, the water rising 24 to 25 feet above its usual level, and breaching embankments and breakwaters, demolishing many houses, and sweeping others into the sea. From Shizuoka comes news that 53 people were drowned, 36 severely injured, and 150 slightly so. At the Suzukawa railway station, the water was still so deep yesterday that people had to go out in boats.

The special correspondent sent by the *Osaka Asahi* telegraphed yesterday from Yoshiwara, Shizuoka prefecture, that by the tidal wave 28 people were killed at Shinjima, in Taganoura, where 12 lodges 22 persons were recovered; and at Mayeda Shinden 22 persons were killed, and 12 bodies being recovered. In the two villages alone 70 people were severely injured. The school building, the houses washed away and demolished number more than 220, those badly damaged 130, and more than 300 were flooded, while the area of rice fields submerged exceeds 600 chō. In addition 630 fishing boats were badly damaged.

The damage caused to the railway between Numazu and Iwabuchi, on the Tokaido line, could not be ascertained on the 8th, as the water had not subsided. A telegram received at Shinjima Station on the night of the same day stated that it was expected traffic would be resumed on or about the 13th inst. At present passengers have to walk a distance of some fifteen miles, crossing the river Fuji on the way.

The work of restoring the telegraph communication is rapidly being proceeded with, and most of the lines are already in working order.

It is now ascertained that the loss of life in the accident on the Japan Railway, when a train was precipitated in a river, amounted to 18, while 40 suffered more or less serious injury. Among the passengers in the train there are said to have been three foreigners, but whether they escaped or not is not stated.

A landslide has occurred at Uchikami, in Nam prefecture, in consequence of the continued rainfall, and a house was demolished. All the members of the family residing in the house, eight in all, were killed.

## THE TRANSVAAL WAR.

THE LOCAL FORCES IN NATAL.

The Natal Police are described as being one of the best equipped and most efficient of our colonial troops. The word "troops" is used advisedly, for in every respect these policemen are thorough soldiers, and are in every way ready for immediate service. With thorough knowledge of the country, and fully trained for the requirements of South African warfare, a corps of this kind has many and various uses. Not the least of its qualifications is that it can operate not only collectively, but in small parties. As an instance of the comprehensive and practical manner in which this contingent is armed, it has only to be stated that they are provided with Maxim guns. The Natal Carbineers are another useful body of mounted men. The Cape horse, as ridden by these Colonial forces, may fall short in appearance of the British cavalry, but there is no mistaking its efficiency and adaptability to local purposes. The Cape Mounted Rifles is an important corps. It was re-organized in 1878 from the Frontier Mounted Police. Its strength is now a little over 1,000, and its headquarters are at Umata. The C.M.R. is purely a colonial corps paid out of Cape finances, but the men are chiefly enlisted in England, although here and there are to be found colonial recruits. The work of the corps is almost as much in a military as in a police groove, and on many occasions it has done most excellent service. Some time back it contained no fewer than five V.C.s. Although in any great South African disturbance the Cape Mounted Rifles would not be entirely available for trans-frontier service, the corps would probably be allowed to participate to some extent in any forward movement. The men are admirably efficient, and possess some artillery. The Transket Mounted Rifles, commanded by Captain St. John Henley, is a small but efficient corps. The Diamond Fields Horse is a noted local force. It forms the right wing of the Griqualand West Brigade, which also comprises the Diamond Fields Artillery and the Kimberley Rifles.

One fact about all others (says a Cape paper, the *Eastern Province Herald*) was that the Free State guard, even if to a man they believed the Transvaal were engaged in a righteous cause, and that is, the fact of Basutoland lying on their south-east frontier. What the Zulu power in its days of zenith under Cetewayo was to the Natal colonist, that is the Basuto nation to the burghers of the Free State, particularly such as live in or near the "Conquered Territory." Rightly or wrongly, the Basutos have a heavy debt entry against the Free State, which forms the taking of the fertile belt of land alleged acts of injustice and cruelty towards individual natives. Within easy riding distance of several Free State townships and many farms is a force of certainly 10,000 desperate, armed, and mounted Basutos, who gave reason for considerable anxiety in the time just following the Raid. If the lust of fighting entered into such men (as it easily would were the Free State commandos out), it would take a considerable force to restrain them. The fear of such a savage invasion is ever present to the minds of Free State citizens in time of peace, and in time of war outside the State the imminence

of the great danger from the south would first paralyse the burghers, and then compel them to exert their utmost efforts to keep their own country safe from a fatal attack. We do not rely upon mere hearsay, but guaranteed facts, when we say that in the early days of 1896, when orders were sent to some district commandants to get their men ready for possible work in aid of the Transvaal, some of those responsible military officials absolutely refused to allow a single burgher to go north, on the ground that the force under their command was already inadequate to the task of guarding their own frontier against the Basutos.

## CONVENTION OF 1884.

PARTICULARS OF THE FAMOUS TREATY WITH THE BOERS.

As every one knows, both Mr. Chamberlain and President Kruger rest their rival cases with equal obstinacy on the Treaty of London, signed in 1884. "The Convention," says Mr. Chamberlain, "confers on Her Majesty's suzerainty over the Transvaal." "It does nothing of the sort," replies Mr. Chamberlain. "I say no," answers Mr. Paul. "Will you fight?" inquires Mr. Chamberlain. "I don't care if I do," retorts the President.

Now there first was a Treaty of Pretoria, agreed to in 1881, and it consisted of a preamble and many articles. The preamble ran:—

"Her Majesty's Ministers for the settlement of the Transvaal Territory do hereby undertake and guarantee that from the 8th day of August, 1881, complete self-government, subject to the suzerainty, will be accorded to the inhabitants of the Transvaal Territory upon the following terms and conditions."

The terms and conditions gave the British Government great power over the Transvaal. In 1884 a new Convention was entered into. This certainly does not mention the world's suzerainty, but Mr. Chamberlain argues, with great force, that the preamble of the first treaty was intended to continue in force, as the new preamble speaks of substituting certain articles for the old articles, but says nothing about putting an end to the 1881 preamble.

This Convention of 1884 was signed by three British and three Transvaal Ministers, and was confirmed by the Rand. It says:—

"Whereas the delegates of the Transvaal State have represented that the Convention signed at Pretoria in 1881 imposes burdens and obligations from which the said State is desirous to be relieved, and that the south-western boundaries should be amended: And whereas Her Majesty has been pleased to take the said representations into consideration: Now Her Majesty has been pleased to direct that the following articles of a new Convention shall be substituted for the articles embodied in the Convention of August 3, 1881."

Article I.—It is very long and deals solely with the boundaries.

II. In this the Transvaal binds itself not to trespass beyond the boundaries laid down.

III. Arranges for the residence of a British representative at Pretoria or elsewhere.

IV. It is in this article the suzerainty is implied. It says:—

"The South African Republic will conclude no treaty or engagement with any State or nation other than with the Orange Free State, nor with any native tribe to the eastward or the westward of the Republic until the same has been approved by her Majesty. Such approval shall be considered to have been granted if her Majesty's Government shall not, within six months after receiving a copy of such treaty, have notified that the conclusion of such treaty is in conflict with the interest of Great Britain."

V. and VI. deal with the Transvaal debt to Great Britain.

VII. protects residents loyal to England in the late war from punishment.

VIII. In this article the Transvaal agrees to hold no slaves.

IX. provides for complete religious liberty.

X. The Transvaal agrees to give every facility for the care of the British troops buried there.

XI. declares invalid all grants of land made outside present boundaries.

XII. ensures the independence of the Swazis.

XIII. provides that the Transvaal will not tax British imports higher than those from other countries.

XIV. This article has also given rise to disputes. It says:—

"All persons within their families, except natives, will have full liberty to enter, travel, or reside in any part of the South African Republic. They will be entitled to possess houses, factories, shops, etc. They may carry on commerce, manufactures, or through their agents, and they shall pay no more taxes than any one else."

The remaining articles, up to the twentieth and last, deal with the buying of land by natives, the freedom of Britishers from military service and a few other things.

And this is the famous treaty that is causing all the trouble.

## SHIPPING REPORTS.

Captain Fowler, of the steamship *Phra Chom Kiao*, from Bangkok, via Koh-si-chang, reports:—Fine weather throughout.

Captain Frigast, of the steamship *Meefoo*, from Shanghai and Amoy, reports:—Moderate E.N.E. winds and sea, lightning breeze towards port.

Captain A. E. Hodgins, of the steamship *Haiching*, from Coast Ports, reports:—Moderate to fresh N.E. winds, fine and clear throughout. Steamers in Swatow:—*Pakistan*, *Taiwan*, *Prosper*, and *Victorious*.

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## TO-MORROW.

Saturday, 21st October, 1899.

Chinese—17th of 9th moon of 25th year of Kwang-shi.

Sun—Rises 5.45 a.m. Sets 5.45 p.m.

High water—Morning 5.45 a.m. Afternoon 5.45 p.m.

Low water—Morning 5.45 a.m. Afternoon 5.45 p.m.

ANNIVERSARIES.

1805—Battle of Trafalgar.

1861—Evacuation of Canton by the British forces.

1877—The Shanghai and Woosung railway closed by the Chinese Government.

1897—The British Government informed the United States that they would not open the Indian Mint.

## SHIPPING AND MAIL NEWS.

MAILS DUE.

French (*Annam*) 22nd inst.Australian (*Changsha*) 22nd inst.American (*Cochin*) 24th inst.Canadian (*Empress of India*) 9th prox.American (*America*) 11th prox.Australian (*Chinglu*) 12th prox.The C. N. Co.'s steamer *Chinglu* left Sydney yesterday for Hongkong via intermediate ports.The steamer *Kintuck* from Glasgow and Liverpool left Singapore for this port on the 19th inst. and may be expected here on or about the 25th idem.

## HONGKONG AND WHAMPOA DOCK RETURNS.

11th of Cuba.....at Kowloon Dock.

11th of Luzon....." " "

11th of Siam....." " "

11th of U.S.S. Oregon....." " "

11th of U.S.S. Oregon....." " "

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## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU J. W. Wade	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	TO-MORROW, 21st October, at Noon.
KASUGA MARU E. W. Haswell	NAGASAKI, KOBE and YOKOHAMA.	TO-MORROW, 21st October, at 4 P.M.
HAKUAI MARU W. Nishimura	YEDIVOSTOCK, VIA SWATOW, AMOY, SHANGHAI, WU-HAI, CHEFOO, CHENGLUPO & NAGASAKI.	THURSDAY, 26th October, at Noon.
YAWATA MARU A. E. Moses	MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 27th October, at 4 P.M.
KAWACHI MARU J. T. Thompson	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID.	FRIDAY, 3rd November, at Noon.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 19th October, 1899.

## "CLAYMORE."

## FINE OLD SCOTCH WHISKY.

SOLE AGENTS.

## THE VICTORIA DISPENSARY, HONGKONG.

1247

## PHOTOGRAPHIC

PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS, &amp;c., &amp;c., &amp;c.

Post Port Orders Executed.

## ACHEE &amp; CO.,

FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG.

1236

**SOCIETE ANONYME DE TRAVAUX DYLE ET BACALAN**  
Capital: £ 300,000  
Head Office: 15, Avenue Malignon, Paris

WORKS IN EUROPE:  
at Bordeaux (BACALAN), France  
at Louvain (DYLE), Belgium

Railways and Tramway Plant and Rolling Stock, Carriages and Waggon, Wheels, Wheels and Axles combined, Permanent Bridges for Railways, Permanent and portable (demonstrable) Bridges for Roads, Girders and metallic Frames, Steam Launches and Steamboats, Boilers and Steam Engines, Dredgers.

**CONTRACTORS**  
FOR  
Constructing and Working

M. Oppenheimer & Co., Paris.

## WHAT VITALITY MEANS.

Vitality is your measure of force, or power. Thin babies and feeble old persons have little of it. When the system is unable to assimilate the right kind of food, vitality becomes low.

## Scott's Emulsion

is above all other remedies in giving vitality. It makes no difference whether the emaciated person is in babyhood or in old age. Whenever food fails to nourish, Scott's Emulsion will be found the most effective remedy for overcoming emaciated tendencies. All Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS &amp; Co., Hongkong.

WORTH A GUINEA A BOX.

## BEECHAM'S PILLS

FOR ALL  
BILIOUS AND NERVOUS DISORDERS  
SUCH AS  
SICK HEADACHE, CONSTIPATION,  
WEAK STOMACH,  
IMPAIRED DIGESTION,  
DISORDERED LIVER,  
AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

50 CENTS PER BOX.

Prepared only by the Proprietor:—  
THOMAS BEECHAM, St. Helens, England.  
SOLE AGENTS FOR HONGKONG and the  
EMPIRE OF CHINA:—  
WATKINS & CO.,  
APOTHECARIES' HALL, 66, Queen's Road,  
Central, Hongkong. [38]

**KUHN & KOMOR,**  
JAPANESE FINE ART CURIOS,  
21 & 23, QUEEN'S ROAD, HONGKONG,  
and  
35, WATER STREET, YOKOHAMA

36, DIVISION STREET, KOBE,  
Hongkong, 15th March, 1898. [42]

## DENTISTRY.

SUI SANG,  
(Lately Practising with Dr. I. SAKATA),  
DENTIST,  
No. 4, Queen's Road Central.  
Hongkong, 8th March, 1899. [18a]

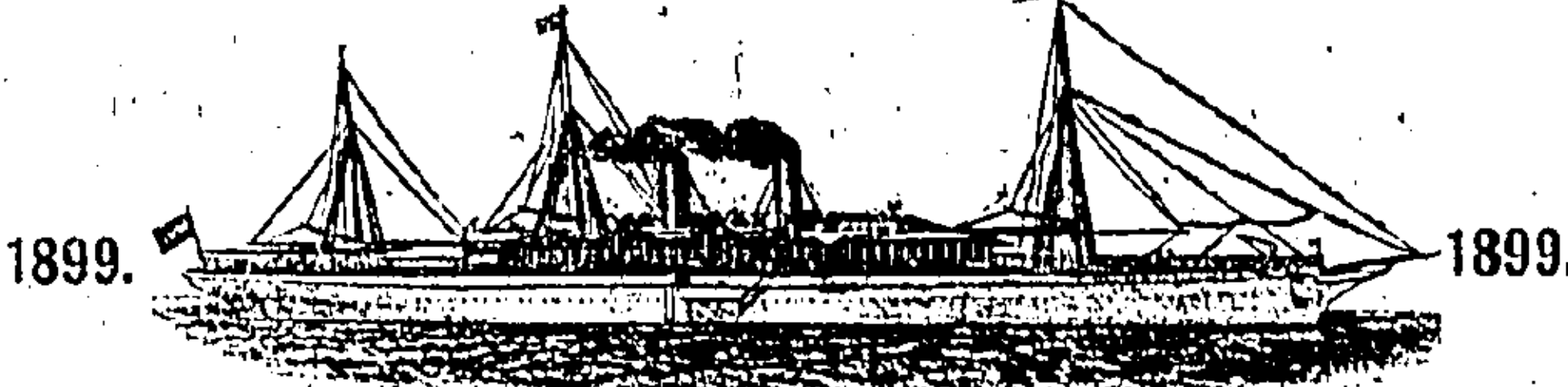
**F. BLACKHEAD & CO.,**  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS,  
PRAYA CENTRAL HONGKONG,  
SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTJEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES,  
&c., &c., &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.  
EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.  
Hongkong, 14th May, 1896. [39]

**CHS. J. GAUPP & CO.,**  
CHRONOMETER, WATCH AND CLOCK  
MAKERS, JEWELLERS, SILVER  
SMITHS, AND OPTICIANS,  
CHARTS AND BOOKS,  
NAUTICAL INSTRUMENTS,  
Sole Agents for Louis Audemars' Watches  
awarded the highest Prizes at every Exhibition;  
and for Voigtlander and Sohn's  
CELEBRATED OPERA GLASSES,  
MARINE GLASSES AND SPYGLASSES.  
Nos. 54 & 56, Queen's Road Central. [48]

## Mails.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.  
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.  
EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, P.O. Box 1, Hongkong, 27th September, 1899.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th Nov., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 9th Dec., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Wednesday, 3rd Jan., 1900, at Noon.

## THE Steamship

## "AMERICA MARU."

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 14th November, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC Railway on payment of £4 in addition to the regular tariff rate.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 19th October, 1899. [1310]

## NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS &amp; Co., Bank Buildings.

Hongkong, 9th March, 1897. [11]

## Mails.

## NORDDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

## PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	MARSEILLES, HAVRE & HAMBURG.	12th November, Freight.
Frick	(LONDON with transhipment in HAMBURG)	19th November, Freight and Passage.
*SIBIRIA	HAVRE & HAMBURG.	19th November, Freight and Passage.
Brain	(LONDON with transhipment in HAMBURG)	26th November, Freight.
BAMBERG	HAVRE & HAMBURG.	26th November, Freight and Passage.
Mayer	(LONDON with transhipment in HAMBURG)	10th December, Freight and Passage.
*KONIGSBERG	HAVRE & HAMBURG.	10th December, Freight and Passage.
Christiansen	(LONDON with transhipment in HAMBURG)	24th December, Freight.
AMBRIA	HAVRE & HAMBURG.	24th December, Freight.
Burneister	(LONDON with transhipment in HAMBURG)	24th December, Freight.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &amp;c., apply to

CARLOWITZ &amp; Co., Agents.

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA &amp; SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, THE UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Thyra	1,346	Sunday	Oct. 22
Garmouthshire	2,229	about	Nov. 15
Strathgyle	1,503	about	Dec. 15
Carlisle City	1,302	about	Dec. 31

## THE Steamship

## "THYRA."

will be despatched for SAN DIEGO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU, on SUNDAY, the 22nd October.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 18th October, 1899. [1330]

U.S. MAIL LINE.  
PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

*Onsang (via Nagasaki, Kobe & Yokohama)	Wednesday, 25th Oct., at Noon.
*Algon (via Moji, Kobe, Yokohama & Honolulu)	Tuesday, 21st Nov., at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 16th Dec., at Noon.

(\* Taking Cargo only.)

## THE Chartered Steamship

## "ONSANG."

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE and YOKOHAMA, on WEDNESDAY, the 25th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 5th October, 1899. [1]

## Mails.

## HAMBURG-AMERIKA LINIE.

(East Asiatic Service.)

## PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	MARSEILLES, HAVRE & HAMBURG.	12th November, Freight.
Frick	(LONDON with transhipment in HAMBURG)	19th November, Freight and Passage.
*SIBIRIA	HAVRE & HAMBURG.	19th November, Freight and Passage.
Brain	(LONDON with transhipment in HAMBURG)	26th November, Freight.
BAMBERG	HAVRE & HAMBURG.	26th November, Freight and Passage.
Mayer	(LONDON with transhipment in HAMBURG)	10th December, Freight and Passage.
*KONIGSBERG	HAVRE & HAMBURG.	10th December, Freight and Passage.
Christiansen	(LONDON with transhipment in HAMBURG)	24th December, Freight.
AMBRIA	HAVRE & HAMBURG.	24th December, Freight.
Burneister	(LONDON with transhipment in HAMBURG)	24th December, Freight.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &amp;c., apply to

CARLOWITZ &amp; Co., Agents.

## NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Breconshire	1,357	G. E. Elliott	Oct. 28
Queen Adelaide	2,832	F. McNair	Nov. 18
Saint Irene	3,877	W. Attree	Dec. 9
City of Dublin	3,328	J. R. Kac	Dec. 30

ALSO

FOR PORTLAND, OREGON, IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Abercrombie 3,777 | J. Murray | Nov. 11 |Monmouthshire 2,874 | W. A. Evans | Dec. 23 |Abercrombie 3,777 | J. Murray | Jan. 27 |

The attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR AND STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to

DODWELL &amp; CO., LIMITED.

General Agents.

Hongkong, 19th October, 1899. [4]

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA

THE OVERLAND RAILWAYS, AND

ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 4th Nov., at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 30th Nov., at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Saturday, 23rd Dec., at Noon.

THE Company's Steamship

"COPTIC."

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 4th November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 19th October, 1899. [1]



## TELEGRAMS.

(From Australian Papers.)

## A Diabolical Suggestion.

LONDON, September 20th.  
The Daily Telegraph states that warnings have been received in Johannesburg and elsewhere in the Transvaal that the Boers intend poisoning the water-courses with cyanide.

## The Strength of the Boer Forces.

LONDON, September 20th.  
The Standard and the Johannesburg Digges News state that the Field Cornels of the Transvaal and the Orange Free State report that 52,000 burghers are ready to take the field.

Men who are well acquainted with South Africa consider that half that number would be a truer estimate.

## German Opinion.

LONDON, September 14th.  
The German semi-official journal, the Berliner Post, recommends President Kruger to yield to the British demands, as the Transvaal's future cannot justify European strife.

## The Belgrade Conspirators.

LONDON, September 15th.  
The trial of the men charged with being concerned in the plot to assassinate ex-King Milan, of Serbia, has been concluded. Giuro Kenezevich was sentenced to death, and the other conspirators to terms of imprisonment of from five to 20 years.

LONDON, September 16th.  
Giuro Kenezevich has been shot. Mr. Pasich, a Radical leader who was among those sentenced to terms of imprisonment, has been pardoned. The trial is regarded as a mockery and the sentences are considered to be shameful.

## The Vanderbilt Inheritance.

LONDON, September 15th.  
The New York Herald states that the late Mr. W. K. Vanderbilt, the American millionaire, left 10,000,000 dol. to each of his children and apportioned the balance of his fortune of 50,000,000 dol. between his two youngest sons.

## Disappearance of confidential Naval Signal Books.

LONDON, September 15th.  
Two confidential signal books have disappeared from the Naval Depot ship Marlborough, at Portsmouth.

## Political Crisis in Austria.

LONDON, September 15th.  
The Austrian Government has resigned, having lost the confidence of its supporters.

## Dundee Lockout Ended.

LONDON, September 24th.  
The strike of 18,000 operatives and the lock-out of 40,000 employees at Dundee have ended.

## Icebound for 27 Months.

LONDON, September 22nd.  
The whaler *Fra* has been icebound in Hudson's Bay, North America, for 27 months. The crew were in a starving condition when rescued.

## Admiral Montojo Disrated.

LONDON, September 22nd.  
Admiral Montojo, formerly commander of the Spanish Navy at the Philippines, has been tried by court-martial on the charge of surrendering Cavite, near Manila, to the United States forces. He was ordered to be deprived of promotion and placed on the reserve list.

## Launch of the "London."

LONDON, September 22nd.  
The first-class British Battleship *London*, of 15,000 tons displacement, built at the Government dockyard, Portsmouth, was successfully launched to-day.

## Poisonous New Zealand Cheese—Soldiers Poisoned.

LONDON, September 22nd.  
Three soldiers have died suddenly at Aldershot from the effects of ptomaine poisoning, after having partaken of some cheese. The cheese is alleged to have been traced to a shipment from Waimatuku, New Zealand, brought to London by the steamer *Lygonian*. After an analysis of the cheese had been made, the War Office authorities forbade the supply of New Zealand cheese until after the adjourned inquest on the bodies of the victims on October 12. The New Zealand Government will be represented at the inquiry.

LONDON, September 23rd.  
Other soldiers at Aldershot besides the three who died suddenly have been affected by ptomaine poisoning following upon the eating of cheese which is alleged to have been shipped from New Zealand. There are now 20 men in the hospital.

## Terrible Earthquake.

LONDON, September 21st.  
A most severe earthquake occurred at Aidin, in Asia Minor. Hundreds of people were killed.

## This Year's French Vintage.

LONDON, September 21st.  
Official departmental reports state that there has been an abundant vintage in France this season, the yield of fruit being large and the quality splendid.

## A Baby Farmer Finished.

LONDON, September 18th.  
Amy Douglas, the Chingford baby farmer, has been sentenced to five years at the Old Bailey.

## Death of the Racehorse Iroquois.

LONDON, September 18th.  
The famous racehorse Iroquois has died at Illinois, U.S.A.

## A Corner in Wheat.

LONDON, September 19th.  
It is reported from Chicago that the Armour-Ware Commission Company is organising a corner in wheat.

## The hundred yards Swimming Championship.

LONDON, September 19th.  
J. H. Derbyshire, the English champion swimmer, has defeated the Australian swimmer F. C. V. Lane in a race for the 100 yds. Championship at Sunderland. Derbyshire won by 2 yds in 55 sec.

## A Costly Strike—£1,000,000 Lost.

LONDON, September 18th.  
The Cleveland (U.S.A.) tramway strike is costing the company and injury to trade the strike has cost £1,000,000.

## STRANDING OF AN O.S.K. STEAMER.

The *Otsuka Asahi* states that on the afternoon of the 18th ult., the O.S.K. steamer *Ichikawa-maru* stranded close to the red buoy at the entrance to the port of Tamsui. The passengers, who numbered 33, were rescued by the steam launch of the water police and landed. The water at the place where the steamer is stranded is about 6 feet at low tide. The draught of steamer being a little over 14 feet, she may be floated at high tide, if the weather continues favourable. Her cargo is about 800 tons, including some timber, and about 50 or 60 tons were discharged on the night of the same day (18th ult.).

## THE CRUSADE AGAINST DOGS AT NAGASAKI.

"Common Sense," writing to the *Nagasaki Press* on the 3rd inst., says:—"The police notice in your yesterday's paper concerning the slaughter of dogs should read:—All dogs found in the streets will be slaughtered unless chained, muzzled, and leg-ironed. Neither condition alone is apparently sufficient. Yesterday afternoon the favourite dog of a foreigner was in the street wearing a brass collar, with lock and owner's name, and securely muzzled with a brass wire muzzle. Yet a policeman, assisted by several coolies armed with cudgels, chased and attempted to slaughter the poor brute, which only escaped with its life by reaching its home with a broken fore leg. The police actually followed the dog into private property, and it was only the timely arrival of a servant that saved the animal from destruction. From this, it would appear that a dog is not safe inside private ground, although muzzled. On a complaint being made at the Police Station, apologies were tendered, and it was stated inquiries would be made; but neither sorrow nor inquiries will mend the poor brute's leg or pay the bill for veterinary attendance.

"In Occidental countries, if a dog is securely muzzled, this is a sufficient guarantee for its safety, and the officials here should follow the example of the Occident, especially in the killing of the animals, for the method adopted here is very inhumane and inflicts unnecessary pain. All right-minded persons will admit the necessity for the suppression of stray dogs in this town, but surely it is not asking too much for the authorities to discriminate between these dogs and those whose owners have taken the trouble to conform to the police regulations on the subject. In conclusion, all new police regulations should be advertised in due course."

## THE LIGHTING OF NAGASAKI.

Prior to the new Treaties, says the *Nagasaki Press*, the expense of lighting the lamps in the Foreign Settlement had always been defrayed by the foreign residents, subscriptions being raised yearly for that purpose. With the advent of the Treaties it was thought that the lighting of the Settlement would be undertaken by the Municipal Council. The matter was duly placed before the municipal authorities, who, however, signified that owing to lack of funds they were only prepared to take over the five lamps along the Bund. Lamps in other thoroughfares therefore will have to be lit at the expense of private individuals or by subscription as heretofore. The lighting of the five lamps on the Bund was commenced by the authorities on the 1st inst.

## A JAPANESE MILITARY OFFICER FOR THE TRANSVAAL.

TOKYO, October 4th.  
It is reported that the Japanese Government will dispatch a military officer to the Transvaal, should hostilities break out between the Boers and the British, of which in official circles here no doubt is entertained. In view of the steady development of affairs in the Far East, the Army Department is actuated by a strong desire to see the real strength of the British Army, of which comparatively little is known by the Japanese General Staff. The fact that there are two military men—one a colonel and the other a Captain—attached to the Japanese Embassy in London is a sign of what importance the Tokyo Government places on Army matters in England. As the present arrangement goes, an officer will not be specially dispatched to England from Tokyo, but one of the officers stationed in London will be ordered to the Transvaal.—*Nagasaki Press*.

## THE TOKYO ELECTRIC TRAMWAY.

The Tokyo Electric Tramway scheme seems to be meeting with all sorts of obstruction, says the *Kobe Chronicle*. According to a yemacur paper, the latest opposition comes from Dr. Kikuchi, the President of the Tokyo Imperial University, who objects to the tramway passing in close proximity to the University building. It is supposed that Dr. Kikuchi fears that the current used for driving the tramways will interfere with the delicate apparatus in the University's laboratory. Probably it is the noise, however, that the doctor objects to, for certainly the running of the cars on an electric tramway, to say nothing of the gong, can make sufficient noise to be a nuisance.

## Intimations.

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.  
Sole Agents in the East for the celebrated CLEMENT, HUMBER and GLADIATOR CO. LTD., DUNLOP TYRES' BICYCLES—PRICE—\$100. A special reliable Watch made for this Climate. Quality A.....\$16  
Quality B.....\$12  
40, QUEEN'S ROAD, Watson's Building.

## DUMINY &amp; CO.

## CHAMPAGNE

## EXTRA DRY

Carte D'Or  
800  
Biancho  
Chateau de Charmes

M. OFFENHEIMER & Co., Paris.

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship

"FORMOSA,"  
Captain Douglas, will be despatched for the above Ports, TO-MORROW, the 21st instant, at Noon.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.  
Hongkong, 20th October, 1899. [1315a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.  
FOR SYDNEY AND MELBOURNE.  
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship  
"EASTERN,"  
Captain Ellis, will be despatched as above TO-MORROW, the 21st instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.  
M.Z.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 4th October, 1899. [1265a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.  
THE Steamship

"EASTERN,"  
Captain Ellis, will be despatched as above TO-MORROW, the 21st instant, at 4 P.M.

This New Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.  
For Passage, apply to GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 11th October, 1899. [1292a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.  
THE Company's Steamship

"SZECHUEN,"  
Captain Hall, will be despatched as above TO-MORROW, the 21st instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 18th October, 1899. [1316a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.  
THE Company's Steamship

"TAMSUI MARU,"  
Captain S. Nagata, will be despatched for the above ports, on SUNDAY, the 22nd instant, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.  
Hongkong, 16th October, 1899. [1213a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.  
THE Company's Steamship

"HAICHING,"  
Captain Hodgins, will be despatched for the above Ports, on SUNDAY, the 22nd instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.  
Hongkong, 19th October, 1899. [1324a]

WEST RIVER SERVICE.

THE New River Steamers

"SAMSHUI" & "WUCHOW,"  
will be despatched alternately from Messrs. DOUGLAS LARPAIK & Co.'s WHARF, at 5 P.M., on MONDAYS, WEDNESDAYS, and FRIDAYS for WUCHOW, calling at KONGMOON, KANCHUCK, SAMSHUI, SHIHING and TAIHUNG.

Both Vessels have Superior Accommodation for Saloon Passengers, Sleeping Berth and Meals. Fares, including Sleeping Berth and Meals.  
HONGKONG TO SAMSHUI.  
Single Fare.....\$10.00  
Return Fare.....17.50  
HONGKONG TO WUCHOW.  
Single Fare.....\$20.00  
Return Fare.....35.00

The Attention of Passengers is drawn to the Magnificent Scenery on the West River. Arrangements can be made for the Steamers to stop at SHUI HING to enable Passengers to visit the celebrated "MARBLE ROCKS" and "CAVES."

For further Information, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 16th October, 1899. [1307a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.  
THE Company's Steamship

"CHOYSANG,"  
Captain Bowker, will be despatched as above on TUESDAY, the 24th instant, at 4 P.M.

This Steamer has Accommodation for First class Passengers.  
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.  
Hongkong, 18th October, 1899. [1318a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.  
THE Company's Steamship

"SUISANG,"  
Captain Tadd, will be despatched as above on WEDNESDAY, the 25th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.  
Hongkong, 19th October, 1899. [1321a]

## Shipping.

## STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.  
FOR YOKOHAMA AND KOBE.  
THE Company's Steamship

"CHANGSHA,"  
Captain Moore, will be despatched as above on WEDNESDAY, the 25th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 19th October, 1899. [1277a]

FOR NEW YORK VIA SUEZ CANAL.  
THE Steamship

"ARGVILL,"  
will be despatched for the above port on or about the 25th instant, and will be followed by S.S. "JOHN SANDERSON" to sail about 31st October.

S.S. "ST. JEROME" to sail about 15th Nov. For Freight, apply to DODWELL & CO., LIMITED, Agents.  
Hongkong, 13th October, 1899. [941a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.  
THE Company's Steamship

"TSINAN,"  
Captain Anderson, will be despatched on SATURDAY, the 28th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

M.Z.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 19th October, 1899. [1320a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.  
THE Company's Steamship

"TSINAN,"  
Captain Anderson, will be despatched as above on SATURDAY, the 28th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 19th October, 1899. [1319a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR MARSEILLES AND LONDON VIA STRAITS.  
(Taking Cargo through Rates for LIVERPOOL, GLASGOW, COVENTRY, PORTS, RIVER PLATE, &c.)

THE Company's Steamship  
"OANFA,"  
J. A. Davies, Commander, will be despatched as above on MONDAY, the 30th instant.

For Freight, &c., apply to HOLLIDAY, WISE & CO., Agents.  
Hongkong, 11th October, 1899. [1268a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.  
THE Company's Steamship

"HECTOR,"  
Captain Barr, will be despatched as above on TUESDAY, the 14th November.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, 9th October, 1899. [1283a]

SAILING VESSEL.

FOR PHILADELPHIA AND NEW YORK.  
THE 313 A.I. American Ship

"ST. MARK,"  
Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick despatch.

For Freight, apply to ARNHOLD, KARBERG & CO., Agents.  
Hongkong, 20th September, 1899. [1198a]

F. CAZANOVE, BORDEAUX.

GOLD MEDALS  
Bordeaux, 1892. Paris, 1889.

LIQUOR

OF THE REVEILED FATHER

A. KERMANN.

This ELIXIR is employed with success to restore the FORGOTTEN OF THE STOMACH AND PALE LIPS.

TONIC WINE  
Of the Rev. Father A. KERMANN  
MORA-KISA of Dr. GÖLZ  
CREME DE MANDARINE  
AVELINE ANIBETH SUPERFINE

Apply to LAENDLER & Co., Paris.

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
"CHUSAN,"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

From London, &c., ex S.S. *Ocean* and *Himalaya*.  
From Italy, ex S.S. *Thames* and *Ceylon*.  
From Australia, ex S.S. *Australia*.  
From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 11 A.M. TO-DAY.

Goods not cleared by the 20th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent.  
Hongkong, 14th October, 1899. [1275a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship  
"POSEIDON,"  
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This vessel brings Cargo:—  
From Trieste, ex S.S. *Erz. Fr. Ferdinand* transhipped at Bombay.  
From Venice, ex S.S. *Massimiliano* transhipped at Trieste.

Optional Cargo will be discharged here. No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon on the 21st instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.  
Hongkong, 14th October, 1899. [1287a]

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S.S. "BAVERN,"  
THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 24th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 24th instant, and THURSDAY, the 26th instant, at 9.30 A.M. All Claims must reach us before the 3rd November, or they will not be recognized.

Bills of Lading will be countersigned by the Undersigned.

No Fire Insurance has been effected. MELCHERS & Co., Agents.  
Hongkong, 17th October, 1899. [1293a]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship  
"SUISANG,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 21st instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.  
Hongkong, 19th October, 1899. [1322a]

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.  
Branch Offices:—  
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENSIN, NEWCHANG and all Ports in JAPAN.

Agents:—  
Mitsui Coal Mines.  
Kanada Coal Mines.  
Hokoku Coal Mines.  
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